

2012 Columbus 151 Lo-Buck Hobby Stock Rulebook

Rev 12/26/11

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of Columbus 151 officials, whose decisions are final.

Division concept- This is a new division, developed to keep cost from keeping a person from racing. Rules may be adjusted at the beginning of the season. Cars not meeting the intent of this class will be bumped into the regular hobby stock class.

CAR Eligibility--Any 1960 to 1987 .American-rnade passenger car allowed. Minimum wheelbase of 108" (104" for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars-NOT ALLOWED. Front wheel drive cars-NOT ALLOWED.

FRAME/ROLL CAGE-CAGE CONSTRUCTION MUST MEET APPROVAL OF COLUMBUS 151 OFFICIALS IN ORDER TO COMPETE. Frame must be unaltered from front to back. Roll cage must have four uprights located in the furthest forward comers of the driver's compartment and directly behind the driver's seat. Roll Cage width must be symmetrical and not narrower than frame rails. Roll cage must be constructed of 134" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame. Top of the roll cage must be reinforced with two bars welded to the rear of frame. Additional rear bars will be allowed to strengthen rear frame. Roll cage must include a diagonal bar behind driver. Three door bars required in the driver's side and two in right side. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Driver side deflector plates of 1/8" minimum thickness steel required. Foot protection bar required. Front hoop bars allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Wedge (diagonal) bars will be allowed.

GROUND CLEARANCE-Min. ground clearance 5 1/2" at any point (with driver), (exception: front. cross-member on full size Monte Carlo which is 3 1/2").

INTERIOR-Firewall and floor pan must be stock. Rear firewall must be added to isolate from trunk area. No radios allowed. Complete metal firewalls front and rear required.

SAFETY-- Belts must be in good condition and approved by track officials. Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required. Shoulder harness must 110t be anchored lower than 2-inches below drivers shoulder height. Helmet must be Snell SA 2000 (SF! 31.1 2000) or newer, and be in good condition and approved by track officials. Complete fire suit, racing gloves, and eye protection required

Suspension—Stock (OME) suspension components for vehicle only, no modifications allowed, except rubber bushings may be replaced with non metallic stock replacement parts. Rear Stabilizer bar must be removed. Any steel spring that fits in the stock location is allowed. Non adjustable ,stackable shims can be used on the top or bottom of the coil springs. No weight jacks or separators allowed. Stock shock for the car's year, make and model only. Aftermarket steel bodied, non adjustable or rebuildable shocks can be used with the factory welded ends that match stock shocks for that car. Maximum camber allowed is 3" –measured at the wheel. Solid, Stock style front sway bars only, mounted to frame in stock location.

Brakes- Stock brakes only. All four wheel brakes must be in working order. Master cylinder and pedals must be in stock location. No made for racing brake components allowed. (rotors, calipers, pedals or master cylinders). One brake bias adjuster allowed (proportioning valve) located in engine compartment allowed. Rear disc brakes are not allowed.

Engine Location-All engines must be located so that the furthest forward spark plugs in line with or ahead of the upper ball joint's centerline. No notching of front cross members allowed.

Engine-No big dollar engines allowed. No 400cid GM blocks allowed. Max. displacement 362cid (373 for Mopar). Max compression is 9.3 to 1. No domed pistons. No aluminum intakes or heads. **No roller, mushroom or Variable Duration cam/lifters.** Maximum lift at valve: GM-.420-inch, Ford/Mopar-.460-inch. No matching, grinding, polishing of any type allowed. No after market parts, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. No after market parts, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. One OEM unmodified Holley 4412 or OEM two barrel carb required. No dual feed carbs, epoxy-(boosters), no screw in air bleeds or HP metering blocks allowed. No stroker motors allowed. No air boxes allowed. Air cleaner required to act as flame arrestor. Overflow tank located under hood required. No light weight crankshafts, pistons, or connecting rods allowed. A 3/4"NPT inspection hole in oil pan suggested. Inspection hole should be located in line with second or third rod journal of crankshaft. **Heads-** No Camel hump, Vortec or IO52 World Product heads allowed. Max. Combustion Chamber allowed is 74cc.

Drive Train- Stock automatic transmissions with all forward and reverse gears operating required. Stock 12" min diameter torque converter required. Transmission overflow bottle required. No light weight (Vega type) torque converters allowed. No Power glide transmissions. Rubber tranny lines allowed only to connect to tranny cooler, double hose clamped. Tranny cooler is not allowed in driver compartment. Stock, unaltered, open rearends required.

INTAKE & EXHAUST MANIFOLDS--Completely stock passenger car 2-bbl or 4-bbl. cast iron intake and exhaust manifolds required. **Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is forbidden and prohibited.** Four-barrel intake manifolds allowed only on engines that were not offered with a two-barrel manifold. 1 1/2" unaltered stock adapter plate w/ gasket allowed. No Bow Tie manifolds. Internal heat riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2 1/6 -inches. No cast iron header manifolds.

EXHAUST SYSTEM--Maximum diameter 2 1/2". Exhaust must exit left or rear (not right side) and behind driver. **Effective mufflers required.** Collector or muffler must not be located forward of transmission. **98-decibel limit measured from front row of bleachers.** No car expelling flame, smoke or backfiring allowed.

WEIGHT--Minimum total weight is 3400lb. 53% front axle, and 45% right side. All weights must be properly anchored to (and not lower than) frame rail outside driver's compartment. Ballast must be painted white and lettered with car number. All weights include driver.

GAS TANK--All stock tanks must be removed. 6 or 8 gallon marine or farm tractor tank allowed. Maximum 16-gallon fuel cell allowed. Gas tank must be placed as far forward in the trunk area as possible, centered right to left, and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails (One in front of and one behind the tank/cell). Mounting must use 1" square tubing, and not be lower than bottom of rear frame rails.

Aeroquip or steel braided, fuel lines required, **metal** fuel filter required. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required. Fuel must meet specific gravity for said manufacturer. No additives of any kind. Minimum Fuel Cell height is 11" (measured from ground) and must be protected by ASA bar braced to the back of the frame.

BODY AND TRIM-Body must match frame used. Complete stock appearing steel bodies with glass or Lexan windshields required, all other glass must be removed. Unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for clearance. Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield. Hood pins must replace Hood and Trunk latches. Hood X reinforcement must be removed. No spoilers allowed. Plastic nose pieces maybe be used (no late model styles). 7" minimum ground clearance at any point.

TOW Hooks-Tow hooks on front and rear required. Chain or heavy cable requested.

FORD AND CHRYSLER EXCEPTIONS--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition

Wheelbase Exception- Minimum of **108**-inches for GM Metric Chassis- Aftermarket or S-10 right rear axle required. For durability: Coleman after market"metric equivalent" hub/rotor is allowed. Full size Monte Carlo spindles/hubs/rotors are allowed.

Engine Swap Rule: Any driver who is running the main event (except 1st, 2nd or 3rd place), on the lead lap and is in 4th place or lower can swap their engine with any competitor for \$500.00. (Long Block only).

CLAIM RULE--The track may purchase any car for \$1,250 after any event. This amount is for the complete car. If the driver/owner refuses the claim, he loses all prize money and points for that race meet and the car is barred from further competition. Claimed cars may be disposed of by auction or by any method at the tracks discretion

Tires- Goodyear D2462/D2663 8-inch takeoffs only. Maximum tread depth will be 4/32".

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